

PRICE, \$2.50 PER MONTH

Shipping

Hongkong, March 20, 1896. Agents.

To-day's Advertisements.

NOTICE.
WE have authorized Mr. CHARLES SASSOON GUBBY to show our firm from this date.
E. D. SASSOON & Co.
Hongkong, April 1, 1895.

IN THE SUPREME COURT OF HONGKONG.
IN BANKRUPTCY.
NOTICE.

No. 14 of 1894.—In the Matter of SAN TAI LUNG, lately carrying on business at 21, Jervois Street, as Silk Piece Goods Dealer, the Debtor was adjudged Bankrupt on the 4th March instant and Mr. BRUCE was appointed Trustee. A DIVIDEND will be declared on WEDNESDAY, the 1st May next, at 12 o'clock at Noon. Creditors who have not proved their Debts by that time will be excluded.

No. 1 of 1895.—In the Matter of LO CHIEH LEE, trading as the "TYE LEE," at 44, Hollywood Road, Contractor, A Receiver Order was made on the 18th March instant, on the Petition of LUNG CHIEH LEE, a Creditor, dated the 10th January, 1895. The First General Meeting of CREDITORS will be held at the Land Office, Queen's Road Central, on FRIDAY, the 5th day of April, 1895, at 12 o'clock at Noon. Creditors who have not proved their Debts by that time will be excluded.

No. 2 of 1895.—In the Matter of LAM PAK HANG, of the CHING YUEN, lately carrying on business at 17, Mercer Street, as a Dealer in Piece Goods, The First General Meeting of CREDITORS will be held at the Land Office, Queen's Road Central, on THURSDAY, the 4th day of April, 1895, at 12 o'clock at Noon.

No. 12A of 1893.—In the Matter of KWOK KAI, lately trading as FU NAM KU, at 150, Queen's Road Central, Kating House Keeper, A DIVIDEND will be declared on WEDNESDAY, the 1st May next, at 12 o'clock at Noon. Creditors who have not proved their Debts by that time will be excluded.

No. 6 of 1893.—In the Matter of ROBERT LANG, lately carrying on business at 23, Queen's Road Central, as a Tailor and Outfitter, A Final DIVIDEND will be declared on WEDNESDAY, the 1st May next, at 12 o'clock at Noon. Creditors who have not proved their Debts by that time will be excluded.

No. 3 of 1894.—In the Matter of ALFRED EDWIN SKEELS, lately carrying on business at 17, Praya Central, Commission Merchant, A DIVIDEND of 35.00 per cent. has been declared and is payable on application at the Land Office on and after WEDNESDAY, the 3rd April next. The Application of the Debtor for his Discharge will be heard at the Supreme Court on FRIDAY, the 19th April next, at 12 o'clock (Noon).

No. 11 of 1894.—In the Matter of SMITH ALLSTON, lately carrying on business at A. Queen's Road Central, Merchant, DIVIDEND of 6 per cent. has been declared and is payable on application at the Land Office on and after WEDNESDAY, the 3rd April next. The Application of the Debtor for his Discharge will be heard at the Supreme Court on FRIDAY, the 19th April next, at 12 o'clock (Noon).

Dated the 30th March, 1895.
BRUCE SHEPHERD,
Official Receiver,
LAND OFFICE.

GLENE LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.
The Steamship *Glengyle* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON STEAMSHIP COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon to-day.
Cargo remaining undelivered after the 7th instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 14th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, April 1, 1895. 620

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales*, Capt. BARNARD, will be despatched for the above Ports TO-MORROW, the 2nd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, April 1, 1895. 618

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Thales*, Capt. T. BARNARD, will be despatched for the above Ports, TO-MORROW, the 2nd inst., at 4 p.m., instead of as previously notified. This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, April 1, 1895. 575

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Thales*, Capt. DAVIS, will be despatched for the above Ports on WEDNESDAY, the 3rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, April 1, 1895. 619

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Bremen and Ports of Call	Bayera (s)	Norddeutscher Lloyd	April 6, at 3 p.m.
Japan.	Ancona (s)	P. & O. S. N. Co.	April 13, daylight.
London and Ports of Call	Peking (s)	P. & O. S. N. Co.	April 11, at noon.
London.	Bombay (s)	P. & O. S. N. Co.	About April 13.
Manila (s)	Sydney (s)	Messageries Maritimes	About May 1.
Marcelle, v. Saigon.	Sydney (s)	Messageries Maritimes	April 3, at noon.
New York.	Sydney (s)	Messageries Maritimes	April 3, at noon.
S. Francisco, v. Japan.	Gaelic (s)	O. & G. S. N. Co.	April 3, at noon.
S. Francisco, v. Japan.	Queen Margaret (s)	O. & G. S. N. Co.	April 3, at noon.
San Francisco.	Palamedes (s)	Butterfield & Swire.	April 17, at noon.
Shanghai.	Lycemoon (s)	Butterfield & Swire.	Quick despatch.
Shanghai and Kobe.	Rosetta (s)	P. & O. S. N. Co.	About April 7.
S. Porto, Havre & Hamburg.	Oceana (s)	Stimson & Co.	April 2, at 5 p.m.
S. Porto, Funchal & Madeira.	Arcton (s)	Stimson & Co.	April 2, at 4 p.m.
S. Porto, Funchal & Madeira.	Thales (s)	D. Sassoon, Sons & Co.	April 4, at noon.
Swatow, Amoy & Tamsui.	Thales (s)	D. Sassoon, Sons & Co.	April 2, at noon.
Swatow, Amoy & Tamsui.	Thales (s)	D. Sassoon, Sons & Co.	April 2, daylight.
Tientsin.	Nanchang (s)	Butterfield & Swire.	April 3, daylight.
Vancouver (B.C.) & Empress of China (s).	Empress of China (s)	Canadian P. & N. Co.	April 10, at noon.
Victoria (B.O.) & Victoria (s).	Victoria (s)	Nor. P. & N. Co.	April 23, at noon.

To-day's Advertisements.

ZETLAND LODGE.

No. 525.

A N Emergency MEETING of the above LODGE will be held in the Freemasons' Hall, Zealand Street, on THURSDAY, the 4th instant, at 8.30 for 9 p.m., precisely. Visiting Brethren are cordially invited.

Hongkong, April 1, 1895. 622

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

St. David, American ship, Capt. C. E. Carver.—Reuter, Brockelmann & Co.

SHIPPING.

ARRIVALS.

March 31.—

Benlueva, British steamer, 1,484, A. Webster, Saigon March 26, Rice.—CHINESE.

Chang Hock Kien, British steamer, 955, M. Kuath, Singapore March 23, 6 p.m.—General.—BUS HIN CHAN.

March 31.—

Nangong, German steamer, from Canton.

Holstein, German steamer, from Canton.

Adelaide, British str., 1,827, J. Murray, Saigon March 27, General.—MELCHERS & Co.

Queen Margaret, British ship, 1,999, D. F. Finkler, Shanghai March 26, Ballast.

Arcton, German man-of-war, 1,312, Capt. A. Sarnow, Chefoo March 24, and Amoy 30.

Curatist, Russian gunboat, 1,492, Capt. Cherkas, Saigon March 26.

Singapore, Russian torpedo-boat, 100, Lt. Erguncheff, Saigon March 26.

St. David, American ship, 1,535, C. F. Carver, Shanghai March 27, Wool and Straw-braid.—Reuter, Brockelmann & Co.

Siam, British steamer, 992, J. F. Messer, Saigon March 26, Rice and Paddy.—BRADLEY & Co.

Thales, British str., 820, H. Bathurst, Taiwanfooo March 27, Amoy 28, and Swatow 30, General.—DOUGLAS STEAMSHIP Co.

Tachio, British steamer, 862, Curtis, Bangkok March 24, General.—YEN FAT HONG.

Glengyle, British steamer, 2,399, K. J. Gibson, London March 16, Peking 21, and Singapore 25, General.—JARDINE, MATHESON & Co.

April 1.—

Bayera, German steamer, 3,435, W. Schmolzer, Shanghai March 29, Mails and General.—MELCHERS & Co.

Pringey, British steamer, 3,079, D. Davies, Chinkiang March 28, General.—HOLLAND, WISE & Co.

Emerald, British str., 398, G. A. Taylor, Manila March 29, General.—SHAW & Co.

Krim, Norwegian steamer, 1,118, John Tregna, Saigon March 27, Rice and Paddy.—W. KEN & Co.

Arthur Head, British steamer, 1,897, G. W. Linnard, Bangkok March 22, Rice.—BUTTERFIELD & SWIRE.

Fidilio, German steamer, 742, Th. Nissen, Saigon March 26, Rice.—MELCHERS & Co.

Seadown, German str., 632, H. Brogan, Saigon March 31, 6 p.m.—General and Pigs.—A. R. MARY.

Palamedes, British steamer, 1,500, G. P. Williams, London and Singapore March 26, General.—BUTTERFIELD & SWIRE.

Tartarus, German steamer, 1,807, W. Dine, Saigon March 27, Rice and Paddy.—SIEMSEN & Co.

DEPARTURES.

March 31.—

Tai Lee, for Canton.

Donar, for Canton.

Holstein, for Saigon.

Tachio, for Canton.

Fidilio, for Canton.

Chinkiang, for Canton.

Namon, for Swatow.

April 1.—

Leion, for Singapore and London.

Tachio, for Whampoa.

Donar, for Swatow.

Michael Jensen, for Hongkong.

Lily A. Dickel, for New York.

Triumph, for Hongkong.

Chang Hock Kien, for Amoy.

Thales, for Swatow.

Orient, for Hongkong Bay.

CLEARED.

Per Cheong Hock Kien, from Singapore, 5th Chinese.

Per Leion, from Saigon, 19 Chinese.

Per St. David, from Shanghai, Mr. J. R. Houghton.

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CLEARED.

Per Cheong Hock Kien, from Singapore, 5th Chinese.

Per Leion, from Saigon, 19 Chinese.

Per St. David, from Shanghai, Mr. J. R. Houghton.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Arrivals. *Arcton* leaves for Straits and Calcutta.
4 p.m.—*Ocean* leaves for Hamburg, &c.
6 p.m.—*Bombay* leaves for Shanghai, &c.
Palamedes leaves for Shanghai.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

Wines and Spirits.

All these are SELECTED by our LONDON

House, bought direct at first hand, im-

ported in wood and bottled by ourselves,

thus saving all intermediate profits and

enabling us to supply the best GROWTHS at

MODERATE PRICES.

PRICE LISTS, with full details, to be

had on application.

PORT.—After removal should be a month

before use. When required for

drinking at once it should be ordered

to be decanted at the Dispensary

before being sent out.

CLARET.—Our Claret, including the

lowest priced, are guaranteed to be

the genuine product of the juice of

the grape and are not artificially

made from raisins and currants, as

is generally the case with Cheap

Wines.

BRANDY.—All our Brandy is guaranteed

to be pure Cognac, the difference in

price being merely a question of age

and vintage.

WHISKY.—All our Whisky is of excellent

quality and of greater age than most

brands in the market. The Scotch

Whisky marked 'E' is universally

popular and is pronounced by the

best local connoisseurs to be super-

ior to any other brand in the Hong-

kong Market.

We only guarantee our Wine and Spirits

to be genuine when bought direct from us

in the Colony or from our authorised

Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY,

Hongkong, January 7, 1895. 45

REUTER'S TELEGRAMS.
[SUPPLIED TO THE 'CHINA MAIL']

LONDON, March 30, 1895.
JAPANESE ATONEMENT FOR THE
ATTEMPTED ASSASSINATION
OF LI HUNG-CHANG

In order to atone for the outrage on Liung Chang, the Mikado has decreed that an unconditional armistice shall be granted until peace negotiations now in progress are

GREAT BRITAIN AND FRANCE.
Sir Edward Grey (Parliamentary Secretary for Foreign Affairs) has made an important statement regarding the relations

between Great Britain and France. In reviewing French actions and events in Siam and Africa during the last two years, which had created some uneasiness, he said that Great Britain had striven and would continue to strive to maintain good relations

(From *El Comercio*.)

THE NEW SPANISH MINISTRY.
MADRID, March 23.

The new Spanish Ministry has been formed, and is composed as follows:—President, Sr. Canovas del Castillo; State, Duke of Tetuan; Justice, Sr. Romero Rueda; Cofrequeer, Sr. Navarro Revorter; War, Sr. Azcarraga; Marine, Sr. Beranger; Interior, Sr. Osa-Gayon; Commerce, Sr. Bosch; Colonies, Sr. Tomas Castellano.

THE CHINA-JAPAN WAR.
THE ARMISTICE.—FORMOSA
EXCLUDED.
(Special to the 'CHINESE MAIL.')

Shanghai, March 31, 9 p.m.
An Armistice has been agreed to for all
parts of China, except Formosa.
(From Chinese Source.)
THE PESCADORES.
Taipeifu, 25th March.
General Wang, chief in command at the
Pescadores, was killed by a bullet yester-
day morning and this caused demoralisation
amongst the troops. The three forts
were later on captured in succession.

although a brave defence was made against large odds. Prefect Chu and his division of 2,500 men have retreated to the hills about four miles to the rear of P'enghu harbour. The enemy is reported to be preparing to attack him. Large quantities of grain and ammunition have been lost with the P'enghu forts. The Japanese lost two ships. They were disabled at first by torpedoes and then sunk by fort guns. Chinese losses were 3,305 men killed.—N. C. Daily News.

THE ATTACK ON THE VICEROY LL
Tokio, 25th March, 3.25 p.m.
When the Viceroy Li Hung-chang was returning from a Conference yesterday afternoon at half-past four, a young assassin started forward from among the onlookers caught hold of the palanquin carrying Li and fired a pistol at his head, wounding him in the face. The bullet of thirty-two calibre remains in the wound, but it is hoped that it will be extracted to-day.
Count Ito, Viscount Mutsu and other Japanese officials made personal enquiries and

The whole country feels deep sorrow at this fanatical calamity, and the nation hopes with full heart that the wound will not prove serious.

The Japanese are today, taking the Admiral is 3 miles outside the battle line. Our vessels and has sent in a fifth ship of more shallow draught to search the incoming merchantmen. It is the common talk here that while this vessel (supposed to be the *Hiyo*) is performing this trying duty on the ships flying the German flag, the U.S.S. *Albatross* is doing the same to the British ships. This is inherently so improbable that I think there is a mistake somewhere. Although the Japs have the most undoubted right of search, it is extremely unlikely that our people would attempt relieving them of so disagreeable

Bar. There is also a report that several Japanese vessels are off Peihang, but this is not quite corroborated at the moment of writing. Local opinion inclines to the view that these ships are not the precursors of a demonstration here, but under the pressure of sobriety for a consignment of arms, they have come to blind the Chinese, while a real movement is taking place.

THE EMPRESS DOWAGER LLL.
Another rumor here is to the effect that the Empress-Dowager is preparing to leave Peking, most likely for Hsien in Shensi as an old capital in the Tang dynasty. The Empress will remain in the post of dowager empress on arrival of the new emperor, but she will be exempted of the task of the Ming Empress Dowager. The Empress-Dowager will therefore return to the country from the new seat of Government. She has amassed a very respectable amount of money which is safely (for the present) deposited in the Palace Treasury in the form of government bonds. She has 1,000,000 or 4,000,000 (in millions of taels) enough with which to hold court for some centuries. The Empress is declared to be

allly ill—the native doctors stating that there was weakness of the stomach, epicondylitis of the arm, and that the patient must live—she is troubled with sleepless nights and want of appetite. There is no relief sufficient transpiring around her to make her feel very uncomfortable. —*Daily News.*

Exchange.
HONGKONG, April 1, 1896.—

£ to London—	
Bank, Wire,	2 12
" On demand,	2 12
" 30 days' sight,	2 12
" 6 months' sight,	2 12
Credit, 4,	2 12
Documentary 4 months' sight,	2 24
to Paris—	
On demand,	2 70
Credit, 4 months' sight,	2 76
to Berlin—Domestic,	2 18
Credit, 4, New York,	2 12
On demand,	8 24
Credit, 4 days' sight,	8 54
to Bombay—	
Wire,	180
On demand,	180
to Calcutta—	
Wire,	180
On demand,	180
to Shanghai—	
On demand,	7 18
30 days' sight, private bank,	7 24
Gold List, 100 lbs (per ton),	166 10
Silver (per 1000) (Bank's buying rate),	0 17
Wire (per 100),	11 50

THE LATEST DEVELOPMENTS.

of the officials, the same as they are afraid of the officials of their own country, and they would never dare to interfere or deny them the orders of any Government. Now gentlemen, I thought the whole of last night, and it has been in my mind the whole time, what led to all this trouble, these strikes, and these unfortunate circumstances. It is all through misunderstanding between the Chinese and the Europeans and the Europeans and the Chinese. I say—how this misunderstanding arose. I have alluded to the private meetings between the Government officials and the leading Chinese. I think that the Chinese Government officials are of the opinion that both the European community and the Chinese will know exactly what has taken place between the Government officials and the Chinese (apologies). At it is now, if the Government officials have sent for a select few of the leading Chinese, or perhaps the District Watchmen's Committee to consult on some things, it

Well after they have been in the
the Chicago, with the Government coalitions,
the Chicago, to agree with the officials, the
credit of the case goes to the head of the
department, but on the other hand if the
views do not agree with the officials, then
views are disregarded. For example I heard
only the other day that the
the Chicago, to agree with the officials, the
Committee made two suggestions to the
Government. One was to have the head
colliers registered instead of the head
colliers, and after a few months to get
the head colliers to register. The second
suggestion was to get the head colliers to
floor can accommodate, because the colliers
being ignorant of the law, did not know
what 300 or 400 cubic feet meant. They
think it is a room for one man. I do
not think the Government will do
these things, but still the law
presented to the Government and the
Sanitary Board, the whole committee
may have considered whether the views
were good or not; whether practically or
not. But this action was entirely dis-
regarded and the law is still in force.
In this connection, I think I am one of the
largest property owners, and one of the
largest business men in this Colony; I still
I have never had the honour of being con-
sulted by the Government. The reason I
do not know it is a mystery to me
(laughter). Some people say they
made more money in my pocket than

liking. In many cases the liking would be against the truth; in other cases for the sake of the truth. I have no doubt that the head coolies would have to pay the blackmail to the police for ever or give up keeping his boarding house. The husband and holder could not be made to pay a bribe, and it was by making the head holder responsible for the blackmail that the Government may have hoped that they could find a remedy for the present difficulty. In conclusion he said it was not the Government but the anti-caste community that would have to pay the piper, and that though there was no doubt that they ought to be allowed to call the tune.

Mr. G. O. Maiter—Mr Chairman, Mr Sharp some time ago put a resolution to the meeting. It was seconded by Mr Sheehan. Mr Robinson has addressed the meeting on the subject of the resolution. I propose that the resolution be adopted—Mr Sharp's resolution.—The meeting was called for to-day, and one of the chief objects I understood was to see if any suggestions could be made to put down the resolution. I think that what the Government may do in future will depend on the meeting that takes some time. This meeting of to-day supports the Government in its present crisis or not. If Mr Robinson has no amendment to put—for any other gentleman has no amendment to put—I propose that the resolution be adopted. I propose that the Committee be asked to put the resolution to the meeting. (Hear, hear, and applause.)

Mr Kewick put the resolution to the meeting and it was carried *non. con.*

Mr Kewick—I do not know whether the meeting was taken as the termination of the meeting. I am not sure, but I am expressing the opinion of every one present when I say that the meeting had not been called in vain. We have had an expression of various speakers, who have thrown some light on the present difficulty. I am sure that the meeting will be a very few giving remarks. There are no objections to give the Government every support in their power. Their public functions are now done, but by suggestion and exhortation in their power, they will do their best for the benefit of the Government (Applause). Of course, I have already said as much as this, and I have already said at the opening of the meeting, the Government is bound to be successful. No person I am sure for a single moment doubts that the British Empire will be successful. The Government must eventually prevail, but the

of debarkation here, but under the pressure of searching for a consignment of arms, they have come to blind the Chinese authorities' eyes by making a landing party of twelve men. There is little doubt that this will provoke intense alarm in native circles.

—Daily News.

THE EMPRESS DOWAGER LEFT.
Another rumour here is to the effect that the Empress-Dowager is preparing to leave Peking, most likely for Hsian in Shensi, to see an old cousin, Chung Dynasty. The Dowager will remain at the foot of the Great Wall until the arrival of the Japanese follow-up troops. She has witnessed a very remarkable example of the last of the Ming Empire's misdeeds. The Empress-Dowager will then return to the country from the new seat of Emperor K'ai-shih. She has assumed a very respectable position as regent, and her influence over the government) deposited in the Palace Treasury. The sum is said to amount to at least £100,000 or 4,000,000 (or myriads) of taels—enough with which to hold court for some time. The Empress is desirous to be able to pay off the money owing for the present illness here. In view of the fact that there is weakness of the stomach, epinephrine and liver-ash are troubled with a hopeless disease and want of appetite. There is certainly sufficient transpiring around her to make her feel very uncomfortable.—Daily News.

Exchange.

HONGKONG, April 1, 1896.—

By London—
Bank, Wire, 2 1/2
... On demand, 2 1/4
... 30 days' sight, ———
... 4 months' sight, 3/2
Credit, 2 1/2
Demandary 4 months' sight, 2 3/4

In Paris—
On demand, 270
Credit, 4 months' sight, 278
Ja Berlin—On demand, 218
In New York—
On demand, 62
Credit, 4 days' sight, 62 1/2
Ja Bombay—
Wire, 190
On account, 190
On Calcutta—
Wire, 180
On Account—
Ja Shanghai—
On demand, 71 1/2
30 days' sight, private bank, 72 1/2
Gold Leaf, 100 lbs (par unit), 146 1/2
Silverware (Hank's buying rate), 0 1/4
Silver (per oz), 11 1/2

Honolulu, April 1, 1898.

Rank, Wire,	2 1/2
On demand,	3 1/2
30 days' sight,	—
4 months' sight,	3/2
Credits, 4	3/2
Domestics, 4 months' sight,	3 1/2
On demand,	2 1/2
Credits, 4 months' sight,	2 7/8
On Berlin—Domestic,	2 1/2
On New York	2 1/2
On demand,	5 1/2
30 days' sight,	5 1/2
On Bombay	5 1/2
Wire,	1 1/2
On account,	1 1/2
On Calcutta	1 1/2
Wire,	1 1/2
On Canton	1 1/2
On Shanghai	1 1/2
On demand,	7 1/2
30 days' sight, private bank	7 1/2
Gold Leaf, 100 lbs (per ton)	165 00
Silver (per ton) (Bank's buying rate)	0 1/4
Wire (per ton)	11 1/2

LATE TELEGRAMS.

(From American Papers.)

BERLIN, March 4.—Prince Alexander von Hohenlohe, the youngest son of the Chancellor, is betrothed to the Princess Elisabeth, widow of Prince Gergo of Salm-Salm. The Prince was born in 1862, and is a member of the Reichstag.

BRITISH AGGRESSION IN VENEZUELA.

New York, March 4.—The World's correspondent in Caracas says: It is known that in obedience to instructions from the Government of British Guiana, a military force of 1,000 men, with 100 guns, is being sent to the frontier. This Government, fearing an attack on Uruarí, is sending troops there in great haste.

It is reported that President Crespo has asked for the moral support of other American countries in his stand against British aggression.

Colón, March 4.—Advices from Venezuela indicate that fighting with the British on the border may begin any moment. The British are massing on Cayuri river.

THE NON-GRONOS CUBAN.

Washington, March 4.—Society here was treated to a sensation to-day by the announcement of the death of Miss Letitia, the daughter of L. Z. Letitia of Chicago, who has an income of a cold million yearly, and George Curzon, the eldest son of Lord St. Albans.

Miss Letitia had been engaged to be married to the son of a wealthy family in the capital, and she had been much to her husband's grief of manner as to the high position which her father's wealth enabled her to move in. This morning she sent notes by special messenger to the nearest friends of the family announcing the pleasant news, and of course, was soon surrounded by friends, who came to share her new happiness and tender their congratulations.

NEW IRISH LAND BILL.

London, March 4.—In the House of Commons to-day John Morley introduced the new Irish Land bill, and in doing so he said he had accepted the declaration of the Unionist, that the bill was a "pious fraud." The bill was passed at the bottom of the disturbance and ill feeling in Ireland, and that Parliament was compelled to make such laws as the condition of Ireland required.

The reason for asking the House of Commons to amend the act now is that in October next the tenants could have their rents renewed for fourteen years. It was desirable, therefore, to make the circumstances of these renewals as easy as possible.

Mr Morley defended the report of the recent Land Commission, ridiculing the idea that it was a "pious fraud" or issued by a packed majority.

RUSSIAN STUDENTS.

St. Petersburg, March 3.—Beside the twenty students badly injured and placed under arrest during the recent student riots, others are still under treatment at the hospitals.

Most of them are terribly disgusted by the wounds inflicted by the police. Sixteen hundred students held a noisy meeting yesterday and called upon Rector Nikitine to resign.

The rector promised to accede to the rioting was moved to the Philosophical Institute to-day in consequence. The Councils cleared the streets.

LARGEST SHIP IN THE WORLD.

Baltimore, February 25.—What will be the largest sailing vessel in the world will leave Baltimore for San Francisco on her maiden voyage about the last of February or the first of March. She will carry over 10,000 passengers and carry 5,000 tons of coal from the Chesapeake to the Golden Gate, a voyage of 10,000 miles.

The vessel is the four-masted iron steamship *Persian Monarch*, formerly of the Wilson line between New York and London. She is now at Newport News, Va., being converted into a four-masted vessel-topmast-rigged ship. From the keel to the topmast of the vessel's fore and main masts the height is 154 feet. The fore, main and cross-jack yards are 53 feet long. The bowsprit and jibboom extend 56 feet. The width of the royal yard is 56 feet; the topgallant 55 feet; the upper topmast yard 55 feet; the spanker boom is 56 feet in length.

At the deck the masts are 32 inches in thickness, and the lower masts and yards are of steel. From the stern to the point of the bowsprit the ship measures 411 feet, 10 inches between perpendiculars, 43 feet 1 inch in breadth and 23 feet 8 inches depth. If stood on her stern, her bowsprit would rise sixty-two feet higher than the top of the flagstaff on the New York World building, the highest building in New York. She can carry the same building in her hull.

The four sailing vessels that approach the *Persian Monarch* in size are the French three-masted steel bark *France*, 3,634 tons; the British four-masted ship *Leviathan*, 3,330 tons; the American four-masted ship *Essex*, 3,400 tons; and the American four-masted ship *Sheikdomah*, 3,268 tons.

The *Persian Monarch's* gross tonnage is 3,923. The iron hull of the vessel retains its original shape, with the exception that the main deck has been cut down to the bottom. She retains her four bulkheads and water ballast apartments, but her 600 horse-power engines and her coal bunkers have been taken out.

DEATH OF A STEAMSHIP MAN.

Glasgow, Feb. 24.—Thomas Henderson of the Anchor Line Steamship Company is dead.

IMPRISONED MINERS RESCUED.

London, February 26.—A dispatch from Normanton says the 60 miners imprisoned in the pit of the Whitwell colliery by a collision of the cages were rescued during the night.

ANOTHER "LITTLE WAR" FOR GREAT BRITAIN.

Alibabad, March 13.—Inasmuch as Umra Khan has declined to leave Chitral territory a communication is to be sent to him notifying him that he must withdraw by April 1st, and if he is warned if he does not move by that date that the Government of India will compel him to do so.

In order to be prepared to enforce compliance with their request the Government of India have ordered a full division of troops to be mobilized in the Punjab forthwith.

The constitution of the Division is as follows:—

1st Brigade.—1st Battalion King's Royal Rifle Corps; the Bedfordshire Regiment; 1st Sikh, 2nd Gurkha, 3rd Dogra, 4th Baluch, 5th British and No. 14 Native Field Hospital.

2nd Brigade.—The Gordon Highlanders; 2nd Battalion, 4th Sikh, 5th Gurkha, 6th Dogra, 7th Baluch, 8th British and No. 15 Native Field Hospital, 3rd Section, No. 10 Native Field Hospital.

3rd Brigade.—The Buffs, 4th Battalion, 5th Gurkha, 6th Dogra, 7th Baluch, 8th British and No. 16 Native Field Hospital, 4th Section, No. 10 Native Field Hospital.

Abolished; the 13th Bengal Infantry, 2nd Battalion, 3rd Pioneer, 4th Sikh, 5th Gurkha, 6th Dogra, 7th Baluch, 8th British and No. 17 and 18 Native Field Hospitals.

Line of Communications Troops.—East Lancashire Regiment, Lucknow; 29th and 30th Punjab Infantry, Meerut and Rawalpindi; 2nd Gurkha Mountain Battery, 4 guns; 2nd Mountain Battery, 4 guns; 2nd and 3rd sections of No. 4 British Field Hospital.

Major-General Sir Robert Low, Oudh District, will have command of the Division which will be about 14,000 strong. Colonel Bindon Blood will be Assistant Adjutant-General, Lieutenant Colonel Craigie, High Light Infantry, will be Assistant Quartermaster-General.

The Brigade Commanders will probably be as follows:—

1st Brigade, Brigadier General Kitchener, Peshawar.

2nd Brigade, Colonel Waterfield.

3rd Brigade, Brigadier-General Galt, Bombay.

Line of Communications, Colonel Hammond, the Guides.

Alibabad, March 16.—Major General Sir R. Low has arrived in Calcutta, where he will receive from Government his instructions as to the conduct of the expedition to Chitral provided Umra Khan does not give in. The troops will concentrate probably at Hoti Mader early next month for an advance on Chitral.

The force detailed differs in some respects from the first division for active service as laid down in the Army Bill. The authorities have had to eliminate each of the divisions in the Army Bill. The authorities have had to eliminate each of the divisions in the Army Bill.

According to the latest news there is little chance of a peaceful settlement. Sher Afzal, the son of the late Mirza, acting under orders of the Government, has been adopting an insolent and aggressive tone towards the British, ordering him to retire from the country and adding that the British Government might send a Native Agent to represent them in future.

The *Pioneer* puts the number of tribesmen with whom the expedition must actually come in contact at thirty-five thousand. A possibility is possible, as was shown at Umbaj, of some sixty thousand.

SIR R. V. DUFF'S FUNERAL.

Sydney, March 18.—The remains of Sir Robert W. Duff, late Governor of New South Wales, were accorded a full State funeral. All the troops and blue-jackets were present and the spectacle was the largest and most imposing that has ever been witnessed in Sydney. The Queen has sent a telegram of sympathy.

THE ARMY ESTIMATES.

London, March 16.—The Secretary for War, in submitting the Army Estimates for 1895-96, has announced that the Army and auxiliary forces were steadily advancing in efficiency and that the war in the Far East proved that Great Britain was working in the right direction with regard to organization and armaments. Mr Campbell-Bannerman said it was proposed to increase the strength of the Artillery by one Horse and seven field Batteries.

THE NAVAL ESTABLISHMENT AT HONGKONG.

There is much that is interesting and suggestive in an article quoted from the *Spectator* to-day. Under the title, "The Warning of Wei-hai-wei," the writer touches on some of the political and strategic problems that the swift rise of Japan as a maritime power has suddenly thrust upon the British. The reference to our needs of a "Portsmouth in the Far East" must specially attract the attention of Hongkong and Singapore. The former is declared to be "the entrepot for commerce with China," that is to the Gibraltar of the Far East. As for Singapore, chiefly because it is the junction of the Pacific, the Australian, and the Indian areas of British imperial influence, its strategic superiority to Hongkong has long been recognized by naval theorists; and the article on the subject of the British position in the Far East, declared Singapore to be, in its estimation, "the key of Asia."

That Hongkong and Singapore can afford a certain amount of dock accommodation to the British navy, chiefly from private sources, here at any rate, is overlooked by the writer who appears to believe that there is nothing in the way of docking spaces available nearer to the Far East than Bombay. As a matter of fact, seeing that the *Orion* docked at Singapore a few years ago, the great majority of the vessels of the Chinese Squadron could be docked either at Hongkong or Singapore, although it is true that Singapore, at present, could not dock the *Centurion*, and we have doubts about the *Undaunted* getting into dock here also.

As to the question of the dock and Gibraltar would have to dock at Hongkong, but barring these the Tanjong Pagar docks could take any of the others. Of course, the great point is that in case of naval war, with its possibilities of severe and sudden attacks, the Chinese Squadron is quite without a sufficient dock accommodation in the Far East.

Leaving that, however, the remarkable part of the article is that it looks on Japan as a naval power not only by itself and for itself. From that standpoint it argues that the Chinese Squadron is quite without a sufficient dock accommodation in the Far East.

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present status as represented by British. This contingency—for and by more serious for more serious in its bearing on the future history of the world than any mere chance of Japan's becoming individually hostile to Britain—does not seem to have been discovered by the writer of the *Spectator* article. But that is the position that has to be examined and taken into account, and the course of the world's future hangs on its solution. *Singapore Free Press.*

ANOTHER OPINION.

A naval correspondent writes as follows to the *Globe*:—

Hongkong, it appears, is crying out, like other places, for more money to be spent on the dockyard. The Government do not possess a dock there at all, and the private one is rarely unoccupied by merchant ships, while their proprietors know how to make inordinately costly demands when they are required for the public service. The whole Government establishment is far too small, and should anything serious go wrong with a cruiser on the China station it would be a matter of great difficulty to put it to rights at Hongkong. The money considered necessary for the dock is at least half a million. A point about our national defence which does not seem to me to have received the attention it deserves is that all our swift mail steamers of 16 knots and over ought to be permanently armed. France and Russia have seen to this some time ago, and we should do well to follow their example. A few 12-pounder quick-firers should be mounted in every fast-steaming ship, even if her heavier guns were left at some coaling station for her to pick up. And the drill troops with these small weapons should be frequent and compulsory. No officer who has not passed his year in the Navy should henceforth be first, second, or third officer of any ship carrying mails.

The shipbuilding trade, like most others, is no doubt very depressed, but it cannot be in such a bad way as we are sometimes led to believe when a private syndicate has just been formed for the purpose of building a cruiser as a matter of speculation, which is to have a displacement of 10,000 tons and a sea-going speed of 21 knots. If the price is not exorbitant, probably the Japanese will buy her with Chinese money. Unless a new war scare comes on, the English will unhesitatingly let her severely alone.

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Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Saio (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, April 9, at noon.

Relge (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... THURSDAY, May 9, at noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, May 28, at noon.

THE Steamship *GALLO* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 9th April, at Noon, connection being made at Yokohama with steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers' Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, return tickets, and who are bound for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and must be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Prince Street.

J. S. VAN BUREN, Agent.

Hongkong, March 20, 1895. 561

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... WEDNESDAY, April 17, at noon.

China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, April 30, at noon.

Fuji (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, May 18, at noon.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, 17th April, at Noon, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and the CANADIAN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND OTTIES in Japan and China, have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

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J. S. VAN BUREN, Agent.

Hongkong, March 22, 1895. 560

Post Office Notices.

MAILS BY THE FRENCH PACKET.

The French Packet *St. Louis* will be despatched on WEDNESDAY, the 4th April, with Mails for the United Kingdom, Europe, and places beyond, via Marseilles, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondichery, Tientsin, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE GERMAN PACKET.

The German Packet *St. Louis* will be despatched on WEDNESDAY, the 4th April, with Mails for the United Kingdom, Europe, and places beyond, via Marseilles, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondichery, Tientsin, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Gaelic* will be despatched on TUESDAY, the 3rd April, with Mails for Japan, San Francisco, the United States, Canada, and Peru, &c., which will be closed as follows:—

10.00 a.m. Post Office closes, but Correspondence may be posted on board the Packet, and *La Fes* of 10 cents extra Postage until the time of departure.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.

The Canadian Pacific Mail Packet *Empress of China* will be despatched on WEDNESDAY, the 10th April, with Mails for Shanghai, Japan, the United States, Canada, &c., which will be closed as follows:—

10.00 a.m. Post Office closes, but Correspondence may be posted on board the Packet with the *La Fes* of 10 cents extra Postage, until time of departure.

MAILS BY THE BRITISH PACKET.

The British Packet *St. Louis* will be despatched on THURSDAY, the 11th April, with Mails for the United Kingdom, Europe, and places beyond, via Marseilles, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondichery, Tientsin, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

Mails.

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Bayern..... Friday, April 5, at noon.

Preussen..... Monday, April 29, at noon.

Karlsruhe..... Monday, May 27, at noon.

Prinz Heinrich..... Monday, June 24, at noon.

Bayern..... Monday, July 22, at noon.

Preussen..... Monday, August 19, at noon.

ON FRIDAY, the 5th day of April, 1895, at 2 p.m., the Company's Steamship, *BAYERN*, Capt. SCHMIDT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 30th March, and Specie will be received on board until Noon